

EDC feedback on the Access Realty Development, per the Nov. 20th, 2003, EDC Board Meeting.

1. Better pedestrian amenities, particularly on the Granville/Broadway corner. An example of an effective design was cited as the building with Tower Records at Belden/Clark. This development is aesthetically appealing from a pedestrian vantage point and the design is very welcoming and appealing to pedestrians
2. Provide better access to bicycle storage to encourage bicycle usage. At present, the bicycle storage room is placed on the uppermost level of the parking garage, creating potentially dangerous auto/bicycle conflicts and discouraging the use of bicycles due to the inconvenient access.
3. Provide access from the garage to all retail spaces and a direct access to Granville from the parking lot. The garage appearance and security could be improved by visually opening the retail spaces to the garage by having windows that look into the garage.
4. Relocate the structured deck (now on east side of residential tower) to the west side of the tower to provide better sunlight to the deck. Most usage of the deck will occur in afternoon and evening hours, during which time the deck in the current Access designs would not get sunlight, being on the east side of an 8-story tower.
5. Building materials need to be contextual to the surrounding buildings and neighborhood, something more appropriate than poured, grey concrete.
6. The design of the first and second floor (retail parking "box") needs to be more in context with the neighborhood, particularly the screening of the 2nd floor parking and the retail signage. In the currently proposed design, the retail/parking "box" design is very 1970's high-rise looking and not in context with the community.
7. The commercial leases should include a clause on signage regarding the scale and quantity of signage allowed. EDC proposes using the signage/façade guidelines created by Thom Greene.
8. The concern was raised that the building not be designed so that it could easily be converted into a dormitory for Loyola.
9. Design of the building should minimize curb cuts and utilize alley access for parking and other vehicular ingress/egress. In particular, the access to the parking lot should be from the alleyway via Rosemont.